



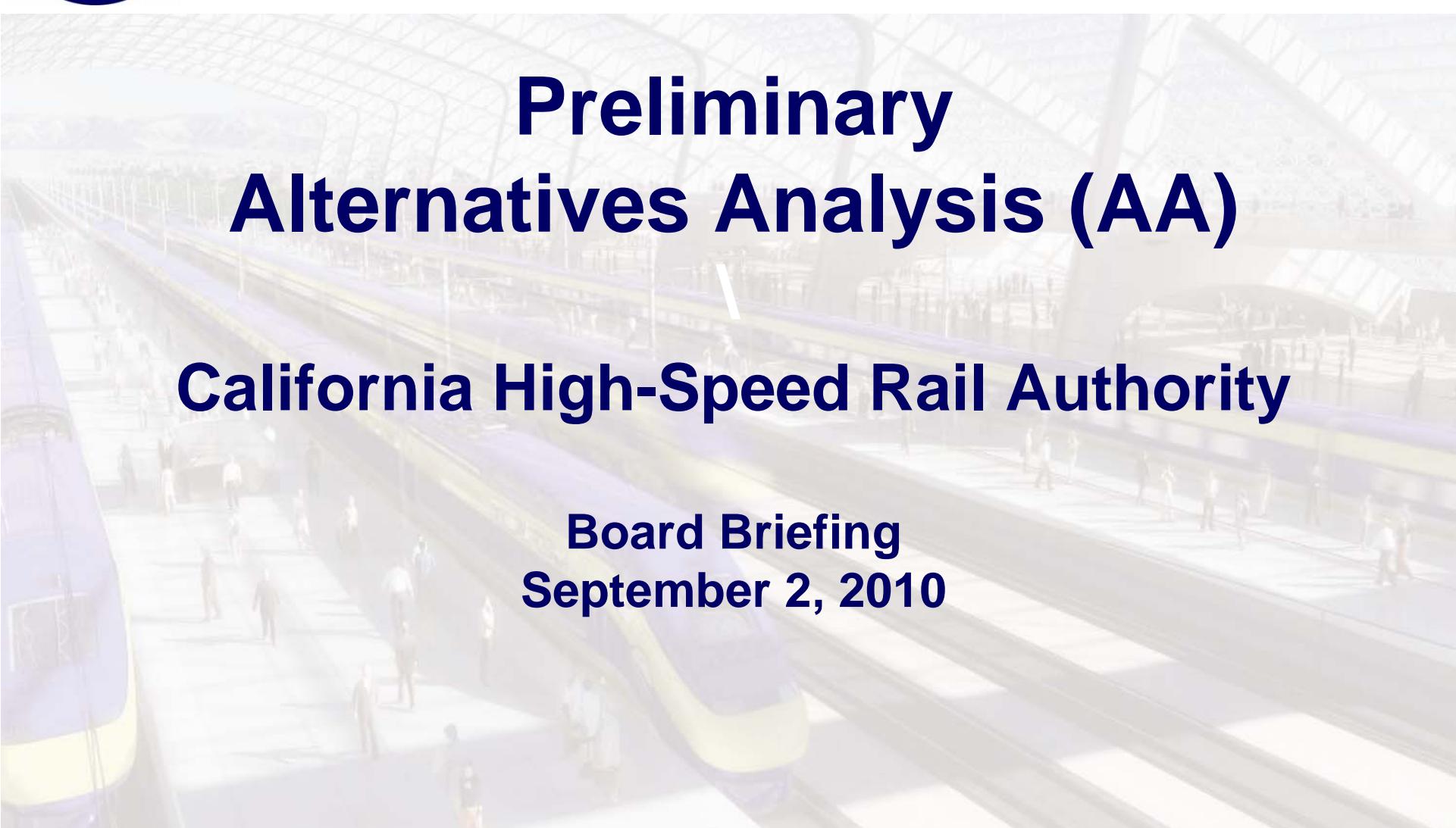
Bakersfield to Palmdale High-Speed Train Project EIR/EIS

Preliminary Alternatives Analysis (AA)

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California High-Speed Rail Authority

Board Briefing
September 2, 2010





Section Description

Bakersfield to Palmdale

— **Approx. 77 miles**

— Three Subsections

— **Edison:**

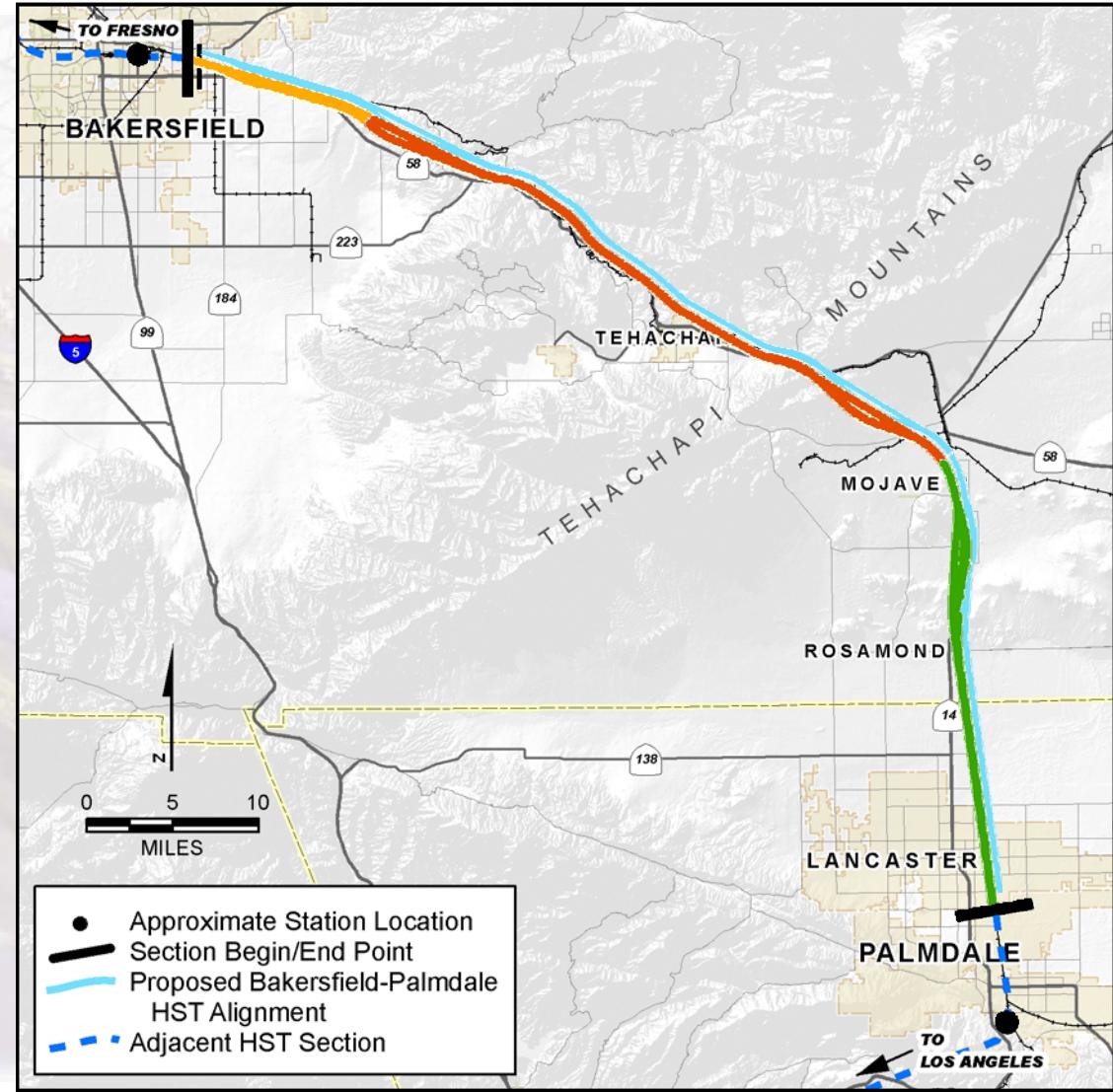
11.2 mi.

— **Tehachapi:**

40.5 mi.

— **Antelope Valley:**

25.6 mi.





Public Outreach Activities

- **Public Information and Scoping Meetings (6)**
- **Technical Working Group and Stakeholder Meetings (37)**
- **Agricultural and Water District Stakeholder Meetings (29)**
- **Fact Sheets**
- **E-mail Alerts**
- **Media Outreach**
- **Railroad Outreach**
- **CHSRA website updates**

Welcome

Public Information Meeting Open House
California High-Speed Train Project

We invite you to review the alternatives developed to bring the High-Speed Train through Edison, the Tehachapis and Antelope Valley.

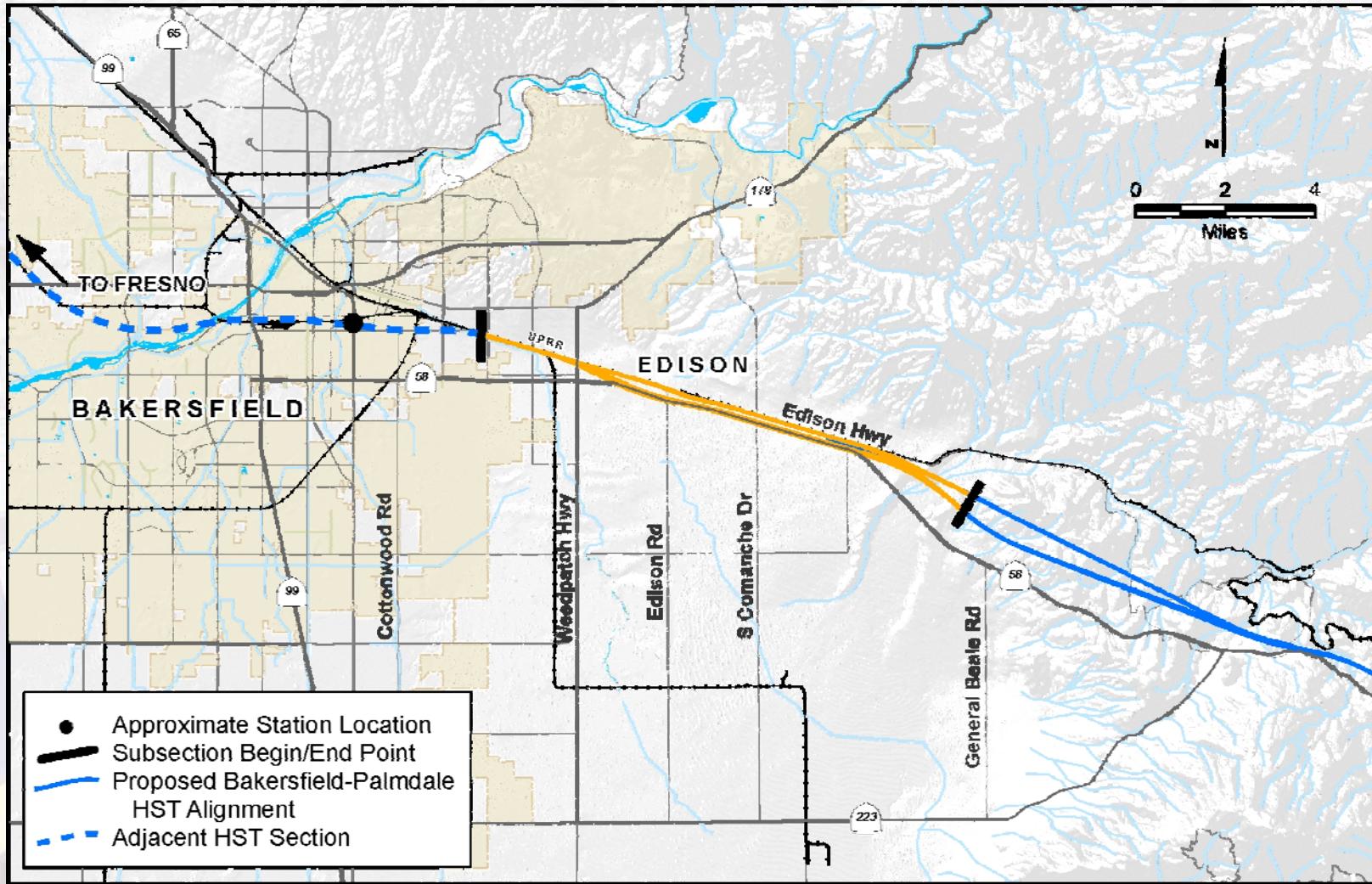
Your comments will help us design the best project.

Bakersfield to Palmdale Project EIR/EIS **California High-Speed Train Project** Not to Scale





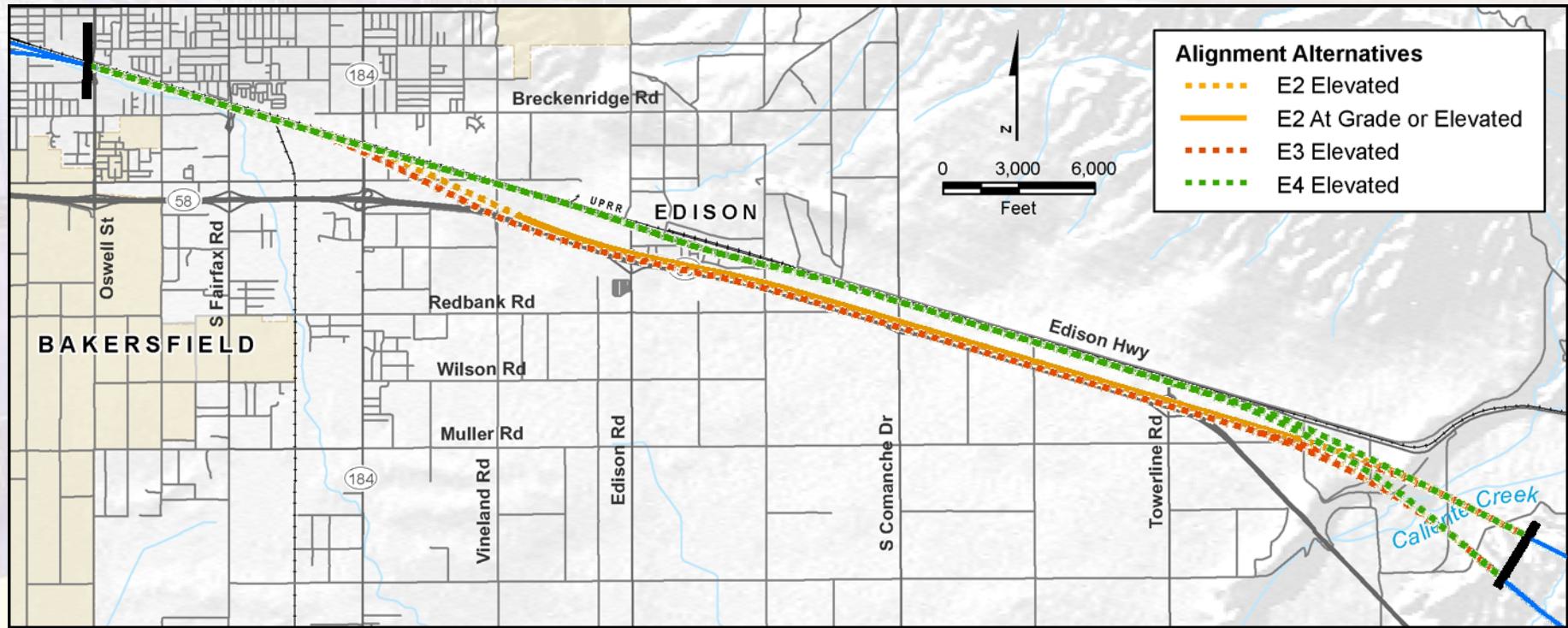
Edison Subsection





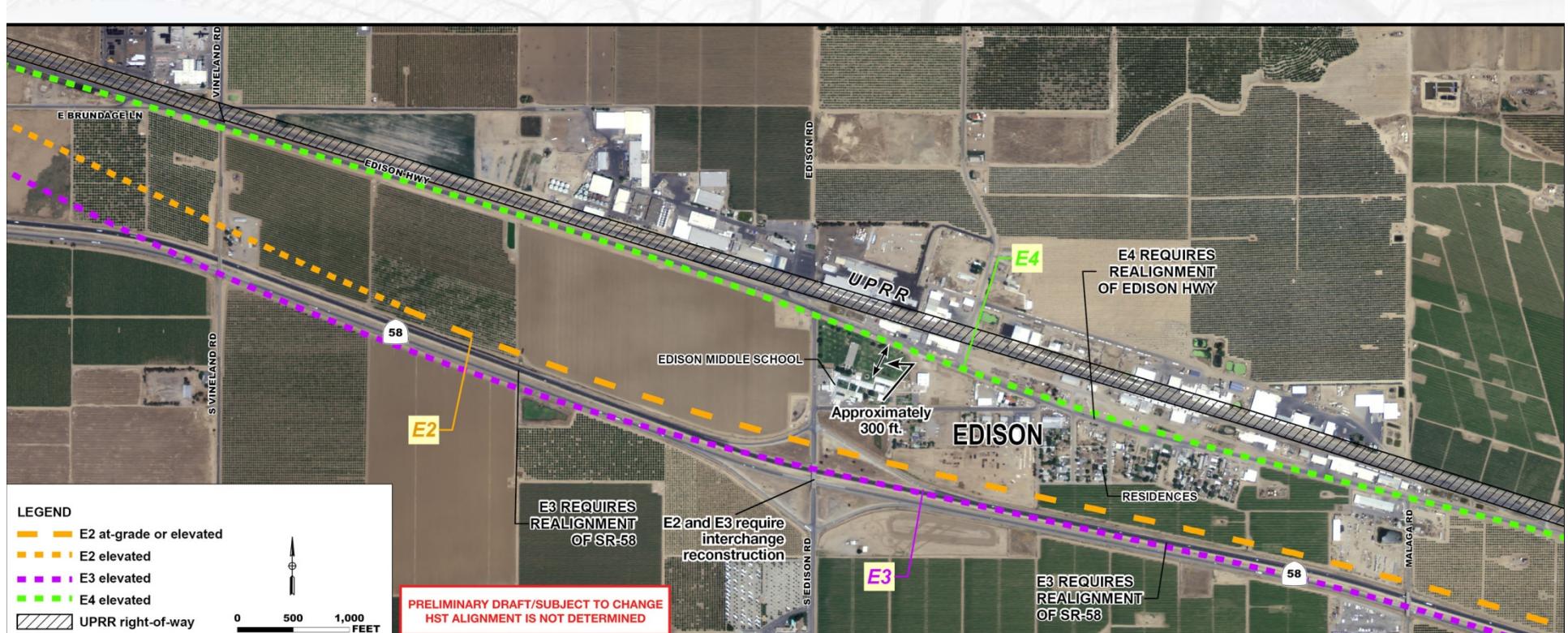
Edison Subsection Initial Alternatives Considered

Alternative	E2 - SR-58 Adjacent North Side	E3 - In SR-58 Median	E4 - Along Edison Highway
Sub-Alternative	Partially At-Grade	All Elevated	All Elevated





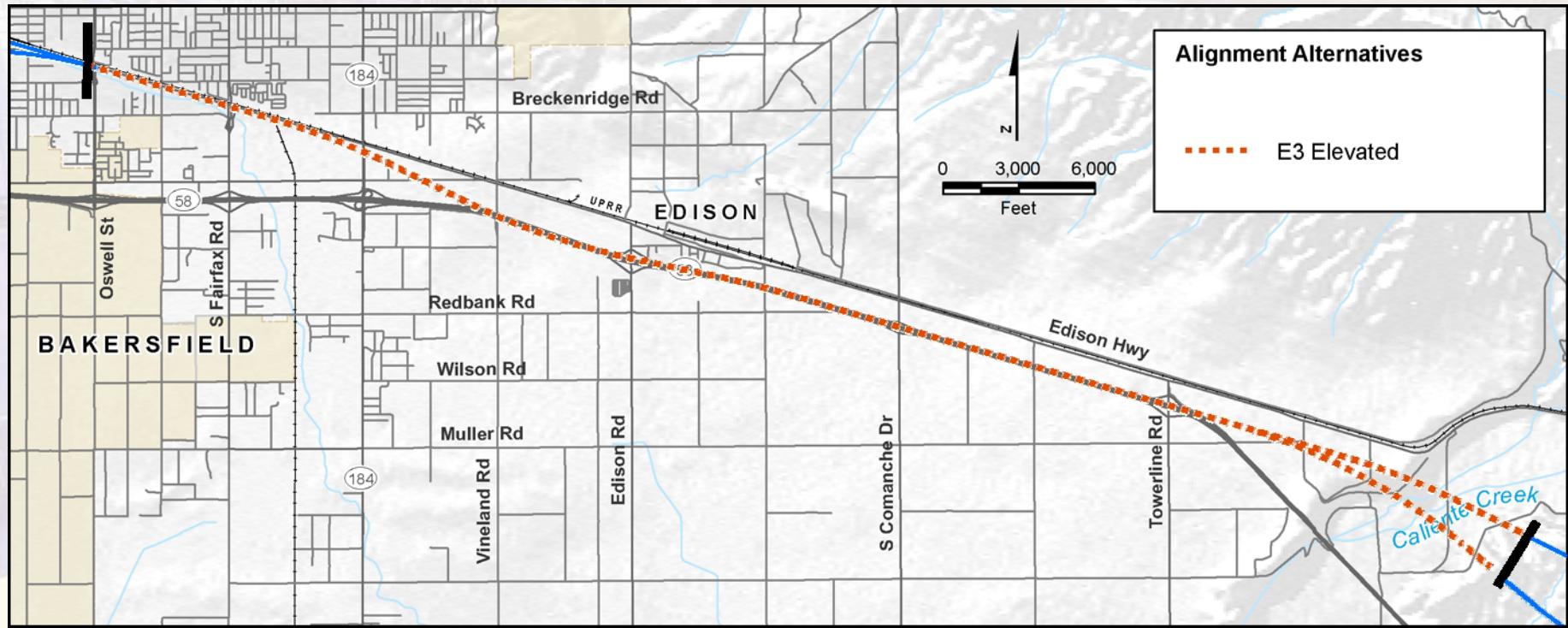
Edison Subsection Town of Edison Detail





Edison Subsection Alternatives Withdrawn

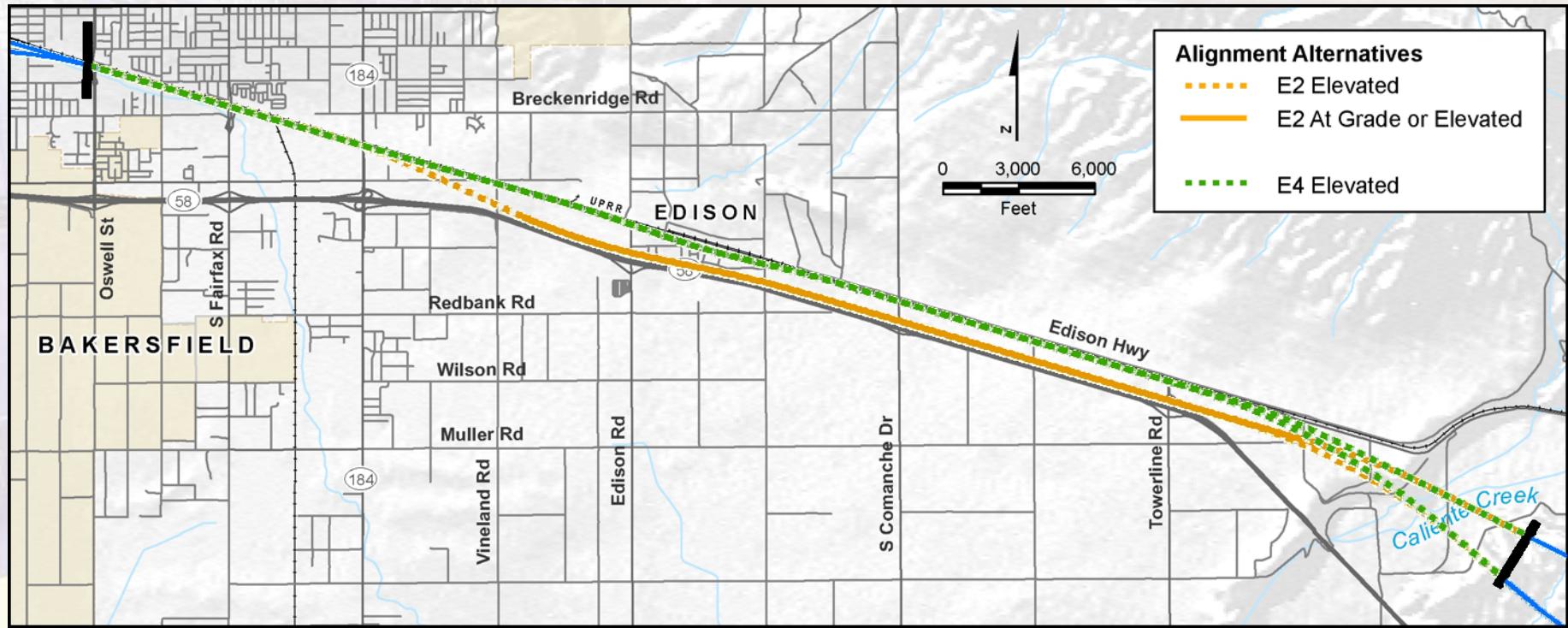
Alternative	E3 - In SR-58 Median
Sub-Alternative	All Elevated





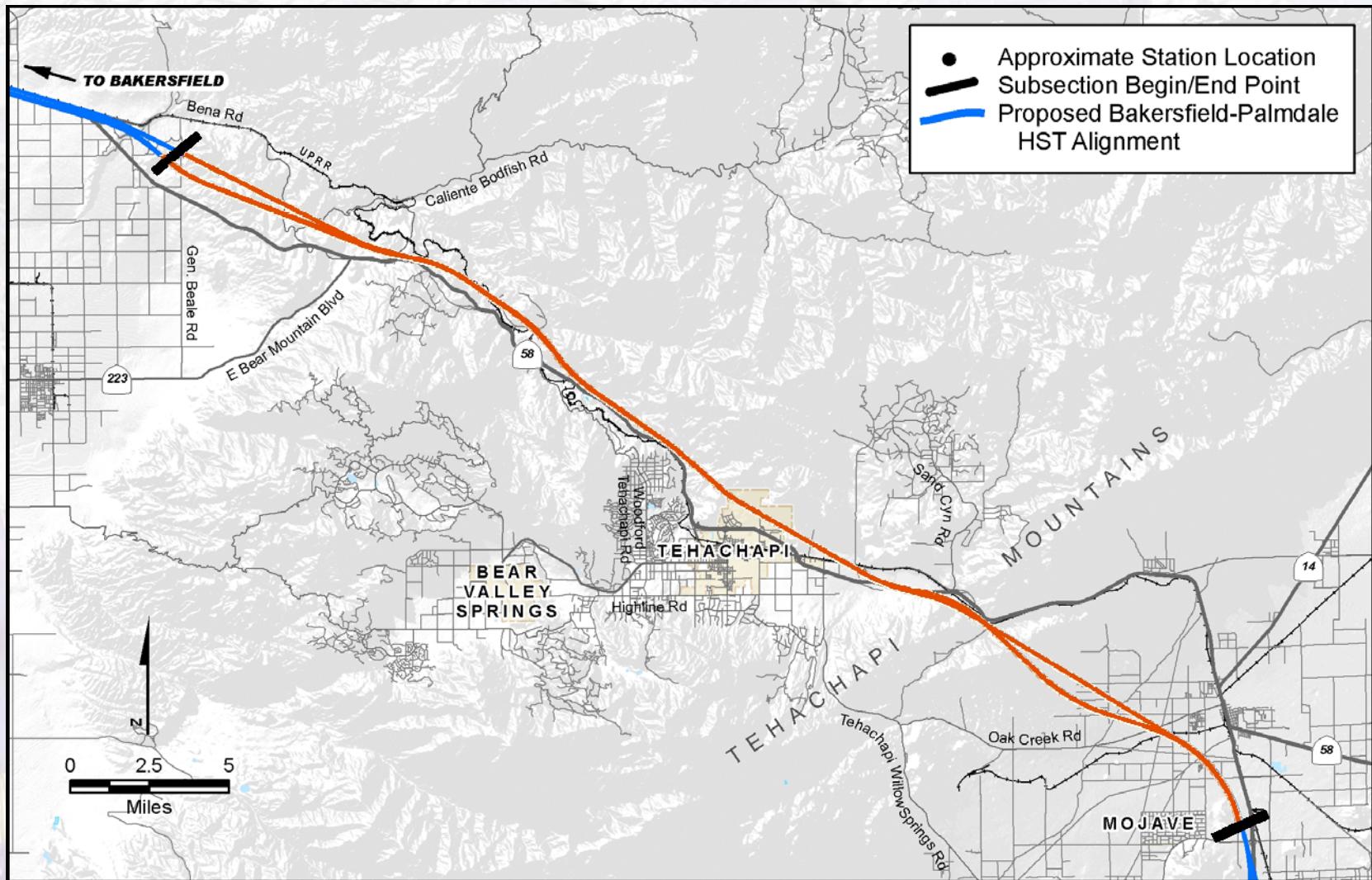
Edison Subsection Recommended to be Carried Forward

Alternative	E2 - SR-58 Adjacent North Side	E4 - Along Edison Highway	
Sub-Alternative	Partially At-Grade	All Elevated	All Elevated



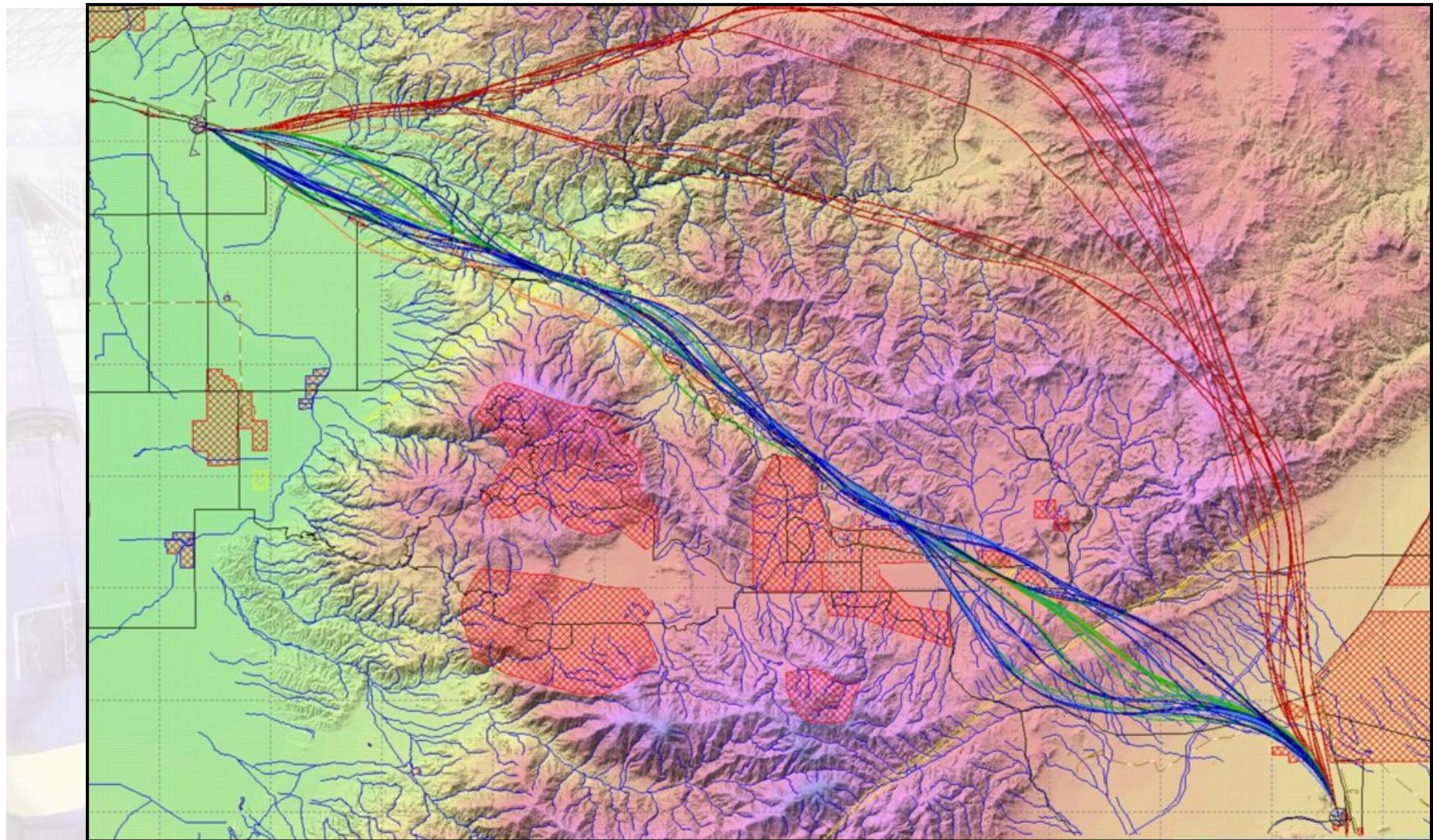


Tehachapi Subsection





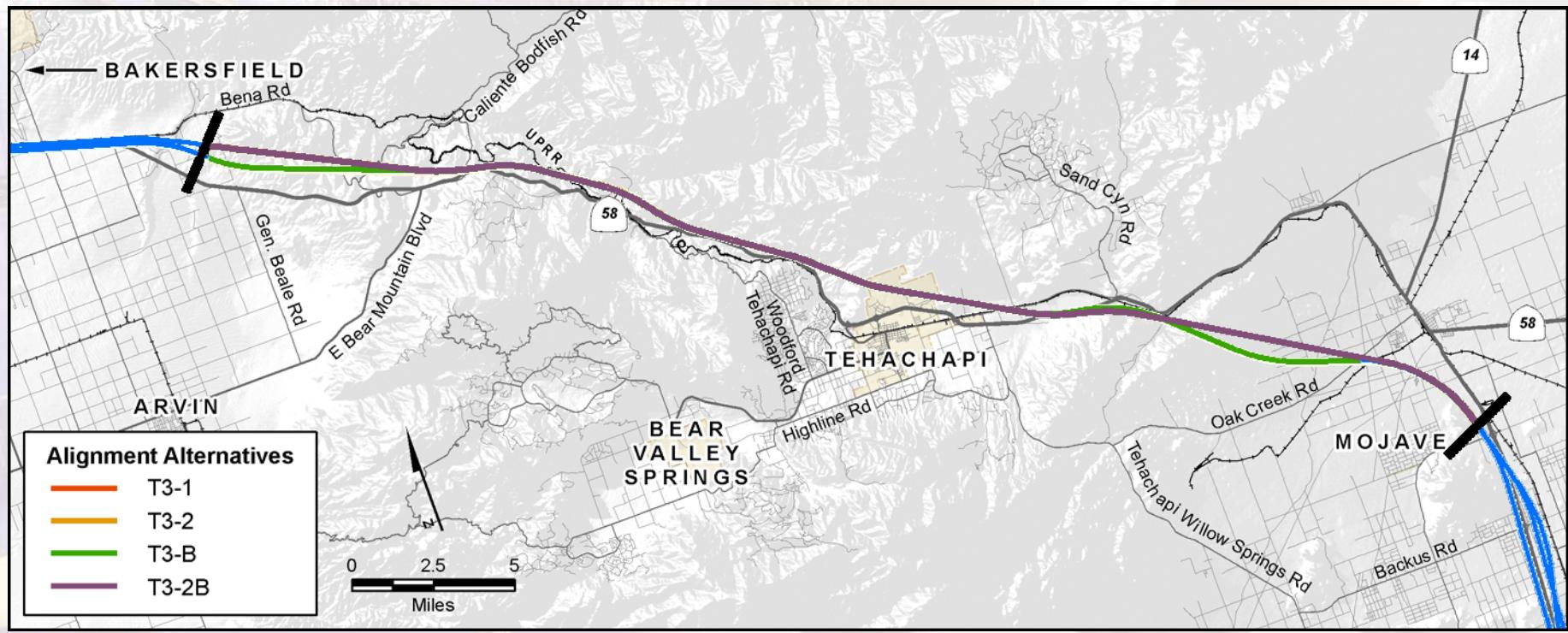
Tehachapi Subsection Quantm-Generated Alignments





Tehachapi Subsection Initial Alternatives Considered

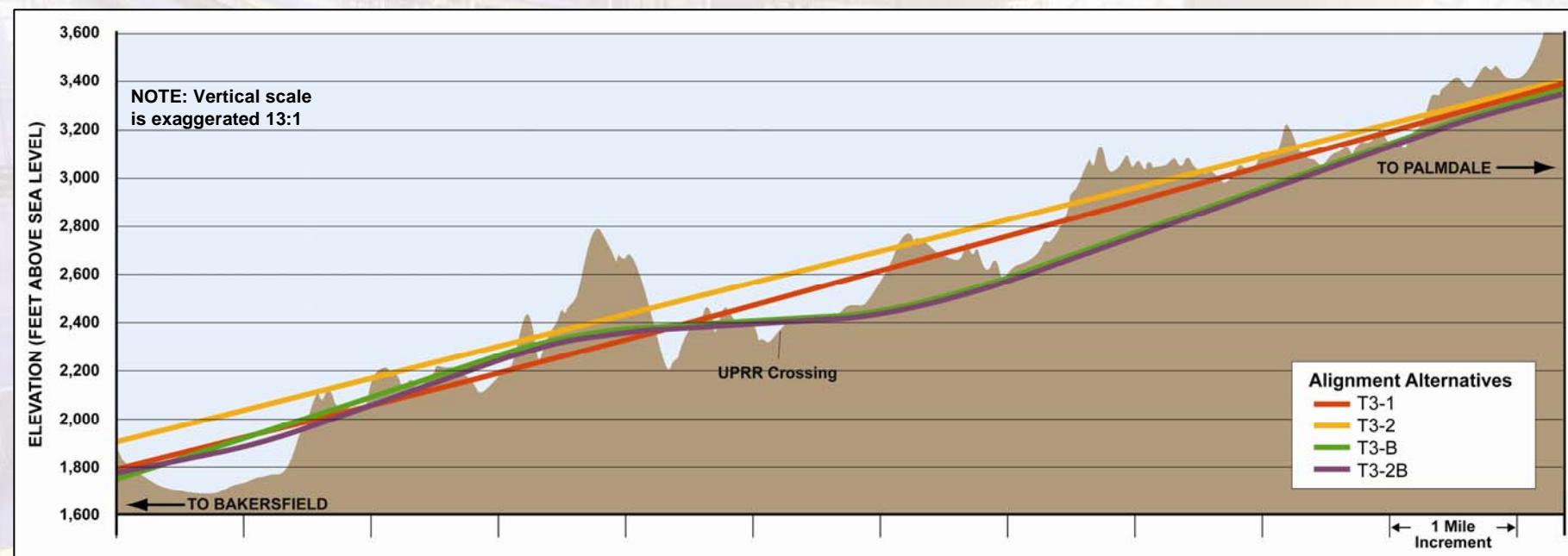
Alternative	T3-1 Quantm 2.65% Average Slope, 2.75% Sustained Slope over 12 miles	T3-2 Modified Quantm 2.5% Average Slope, 2.5% Sustained Slope over 20 miles	T3-B Phase Break 2.65% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles	T3-2B Revised Phase Break 2.5% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles
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Tehachapi Subsection Alternative Alignment Profiles

Alternative	T3-1 Quantm 2.65% Average Slope, 2.75% Sustained Slope over 12 miles	T3-2 Modified Quantm 2.5% Average Slope, 2.5% Sustained Slope over 20 miles	T3-B Phase Break 2.65% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles	T3-2B Revised Phase Break 2.5% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles
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High Bridge in Mountainous Area



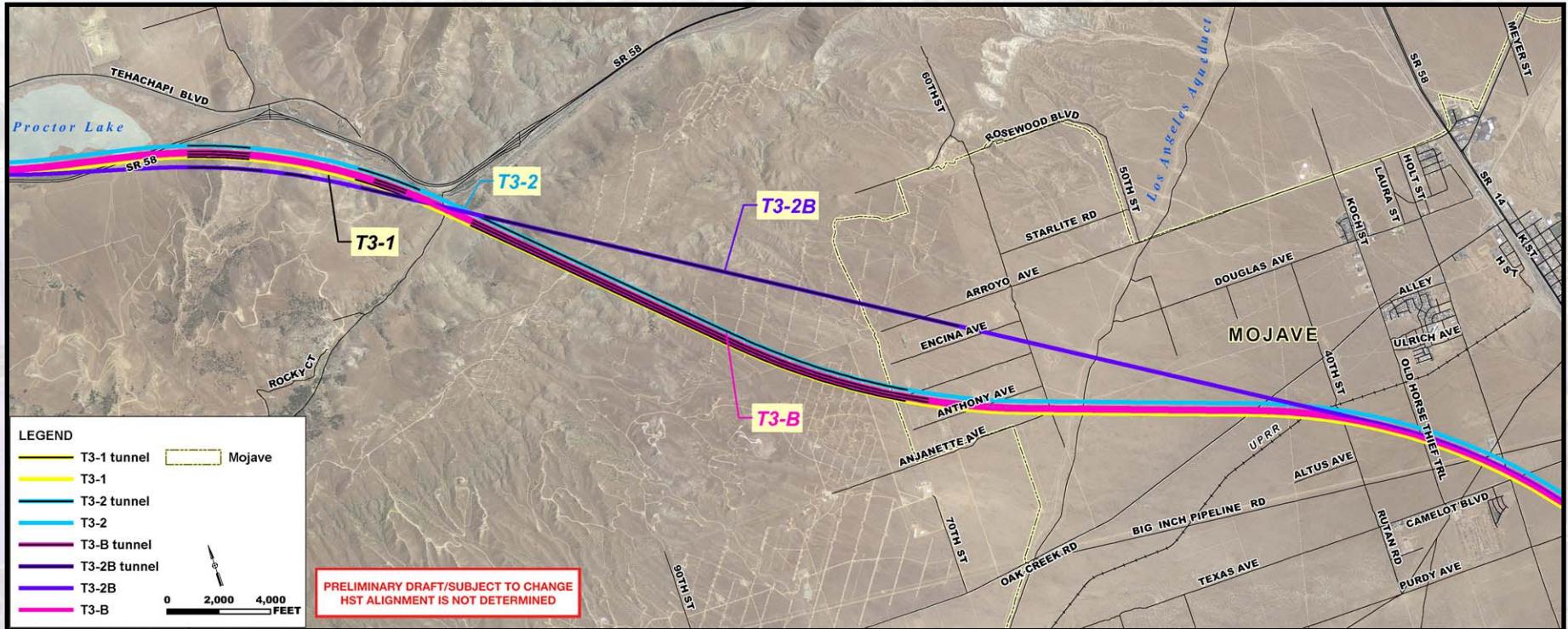


Tunnel Portal in Mountainous Area





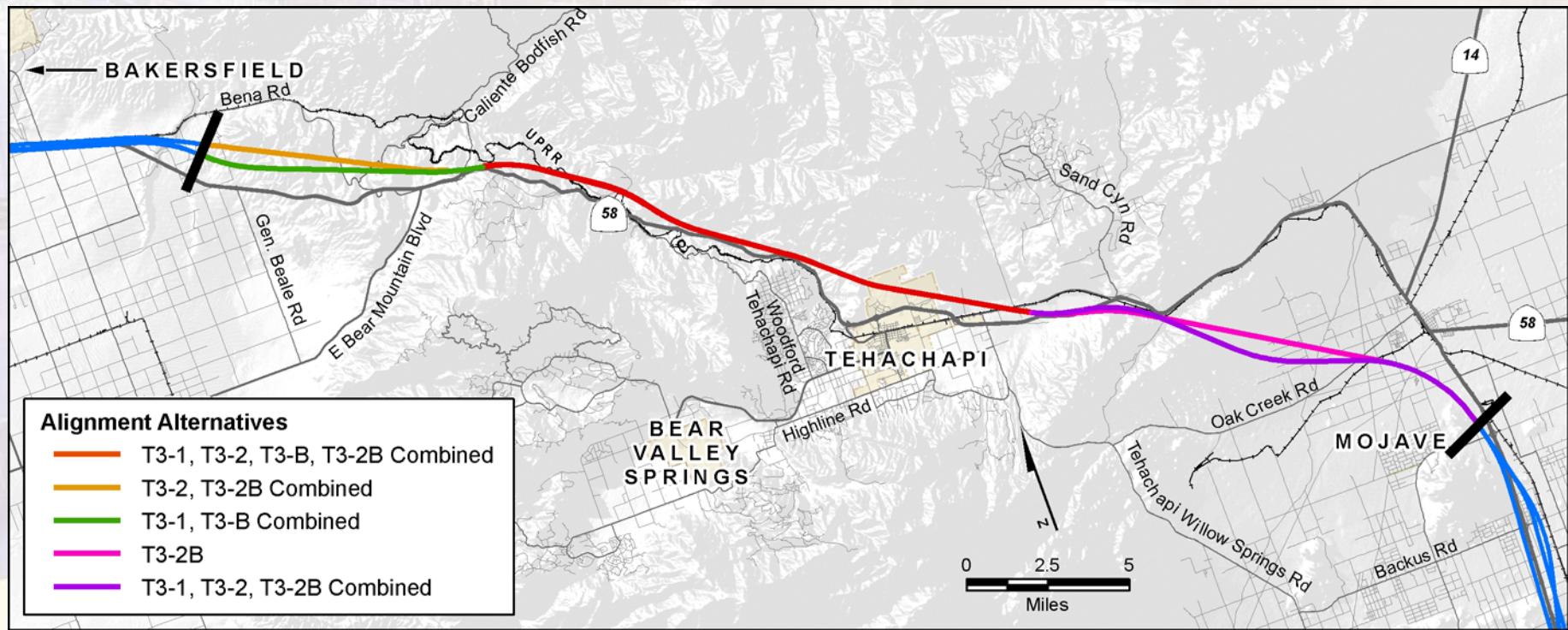
Tehachapi Subsection Mojave Area Detail





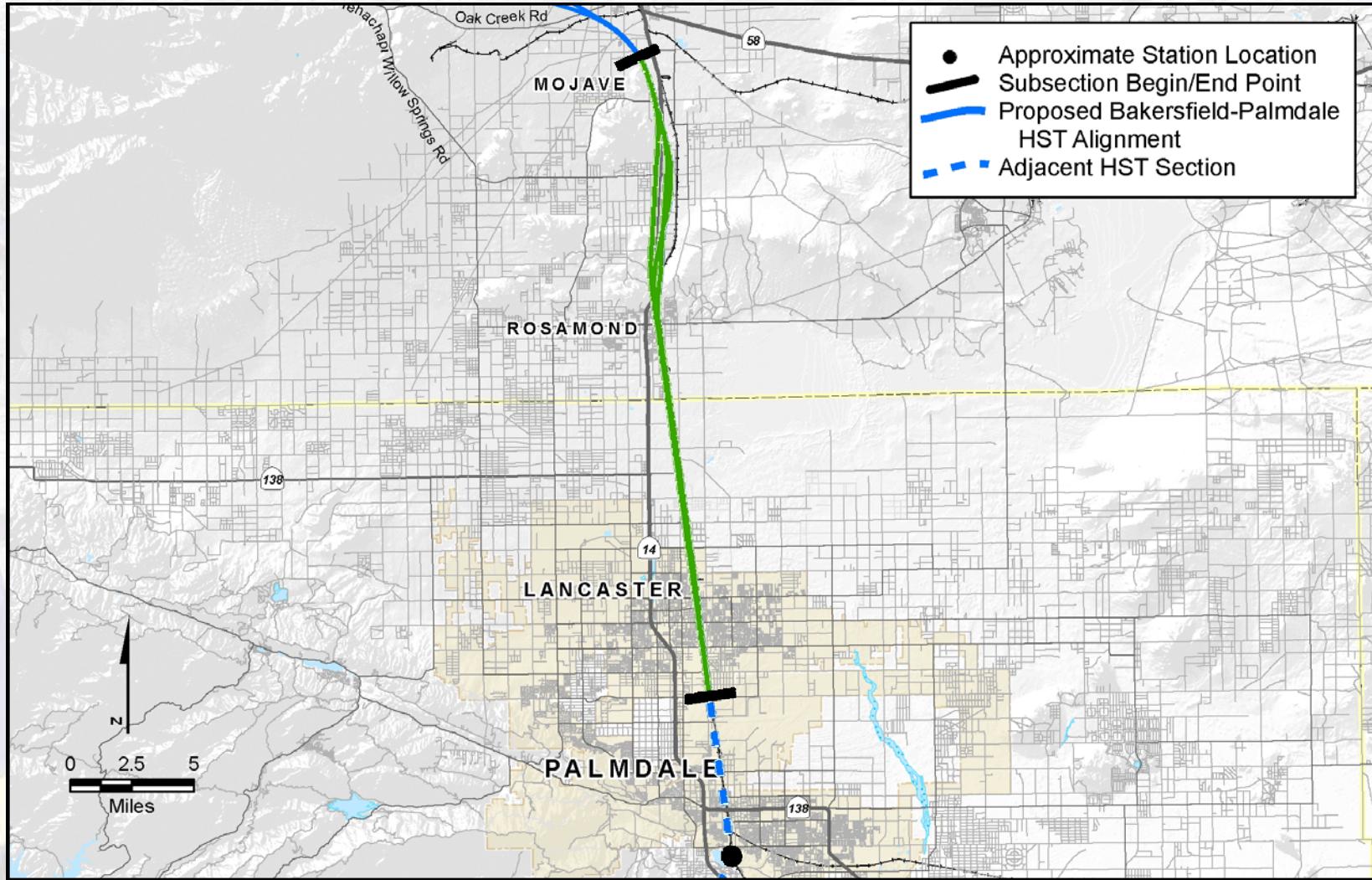
Tehachapi Subsection Recommended to be Carried Forward

Alternative	T3-1 Quantm 2.65% Average Slope, 2.75% Sustained Slope over 12 miles	T3-2 Modified Quantm 2.5% Average Slope, 2.5% Sustained Slope over 20 miles	T3-B Phase Break 2.65% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles	T3-2B Revised Phase Break 2.5% Average Slope, 3.5% Max. Sustained Slope over 3.4 miles
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Antelope Valley Subsection





Antelope Valley Subsection Initial Alternatives Considered

Alternative	AV2 East Side of UPRR	AV3 Between UPRR and Sierra Highway	AV4 Within or Adjacent to Sierra Highway	AV4 Option Adjacent to Sierra Highway	
Sub-Alternative	Mixed At-Grade and Elevated	All At-Grade	Partially Elevated	Primarily Elevated	Primarily Elevated





Antelope Valley Subsection Downtown Lancaster Detail





Antelope Valley Subsection Alternatives Withdrawn

Alternative	AV2 East Side of UPRR	AV3 Between UPRR and Sierra Highway	AV4 Within or Adjacent to Sierra Highway
Sub-Alternative	Mixed At-Grade and Elevated	All At-Grade	Primarily Elevated





Antelope Valley Subsection Recommended to be Carried Forward

Alternative	AV3 Between UPRR and Sierra Highway	AV4 Option Adjacent to Sierra Highway
Sub-Alternative	Partially Elevated	Primarily Elevated





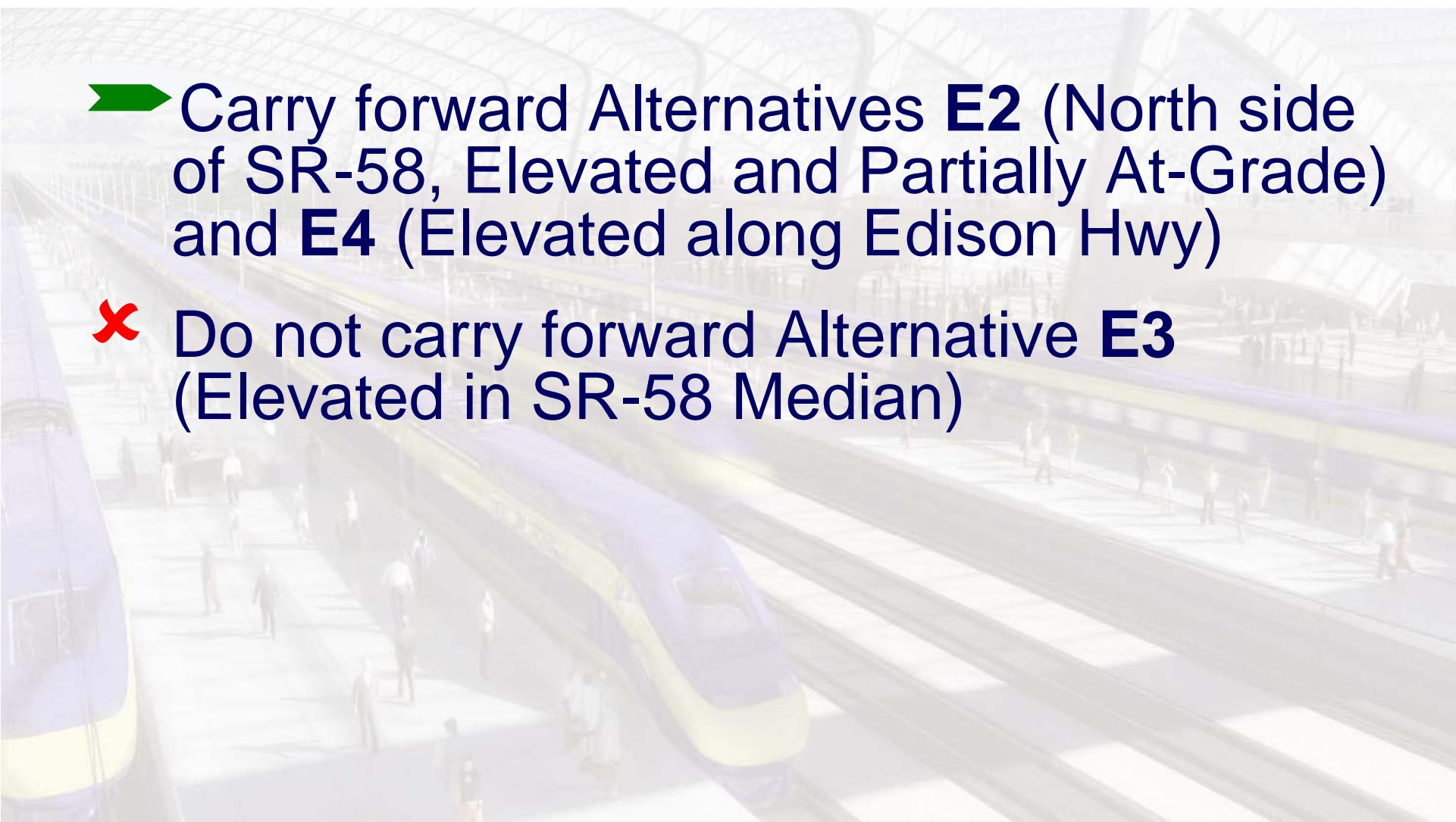
Antelope Valley Subsection Lancaster Avenue J Detail





Staff Recommendations Edison Subsection

- Carry forward Alternatives **E2** (North side of SR-58, Elevated and Partially At-Grade) and **E4** (Elevated along Edison Hwy)
- ✖ Do not carry forward Alternative **E3** (Elevated in SR-58 Median)





Staff Recommendations Tehachapi Subsection

- ▶ Carry forward all four Tehachapi alignment alternatives.
- ▶ Conduct additional engineering to better determine phase break requirements and maximum slope standards.
- ▶ Prepare a Supplemental AA Report if additional study supports withdrawing one or more alternatives.



Staff Recommendations Antelope Valley Subsection

- Carry forward Alternatives **AV3** (Partially elevated, between UPRR and Sierra Hwy) and **AV4 Option** (Mostly elevated on west side of Sierra Hwy)
- ✖ Do not carry forward Alternatives **AV2** (East side of UPRR), **AV3** (At-slope, between UPRR and Sierra Hwy), and **AV4** (Primarily elevated, on west side of Sierra Hwy)



Next Steps

- **Board Action to Accept Staff Recommendations**
- **Continue to meet with Stakeholders and the Public**
- **Prepare Supplemental AA Reports**
- **Begin Environmental Studies and 15% Design**
- **Draft EIR/EIS – July 2012**
- **Final EIR/EIS – March 2013**